

CHAPTER 8

TRANSPORTATION OF **PRIVATELY-OWNED VEHICLES**

8000. Purpose and Scope. This chapter prescribes procedures and provides guidance for the transoceanic shipment, by surface means only, of members' Pows. This chapter applies to all POV shipments for members entitled to have a POV shipped at Government expense in accordance with the JFTR (reference (g)) and appropriate regulations of the military services. These provisions apply to the shipment of POVS to, from, and between overseas areas or countries. Information regarding restrictions can be found in the-appropriate regulations of the military services and the **PPCIG**.

8001. Responsibilities.

a. Government Responsibility. The Government's responsibility begins once the POV is accepted at a vehicle processing point and continues until it is accepted by the member or the member's agent at the destination terminal or receiving vehicle processing center, or upon delivery to a commercial storage facility pending pickup by the member.

b. PPSO Responsibilities. In addition to applicable requirements for counseling, which are discussed in Chapter 1, shall stress the following:

(1) POV entry requirements and restrictions as shown in the **PPCIG**.

(2) Member's responsibilities in preparing the POV for shipment, as specified in paragraph 8005 below.

(3) Documentation the member is required to provide when turning-in the POV for shipment.

(4) Member's responsibility for making all necessary arrangements for delivery of the POV to the **origin** vehicle processing point and for pickup at the destination terminal.

(5) Vehicles purchased overseas for import to CONUS that fail to meet Federal motor vehicle "safety and emission control standards are subject to being impounded by the US Customs Service. **All** expenses for establishing the vehicle's compliance with US standards shall be borne by the member.

(6) The requirements the member must fulfill in order to participate voluntarily in the DOD POV Import Control Program. If the member decides to **participate**, the PPSO shall provide the member information on obtaining an EPA waiver **letter** (see paragraph 8003.d. , below). The waiver letter **will** allow the member 10 working **days**, before POV turn-in at the terminal, to have the emission control components removed.

(7) As soon as the information is available, the member or the member's agent shall provide the destination military terminal an address for notification of the **POV's** arrival. Failure to comply promptly with this requirement could delay receipt of the POV and result in commercial storage at the member's expense.

(8) Any and all charges resulting from commercial storage due to the member's failure to pick up the POV at destination shall be payable by the member directly to the storage firm.

(9) For procedures to be followed by the member to request shipment from an alternate port, see paragraph **8004.c.**, below. For procedures to be followed to request shipment to an alternate destination port, see paragraph **8004.c.**, below.

(10) Transportation of one POV owned or on long term lease (12 months longer) by the member or the member's dependent and intended for the member or dependent's personal use is eligible for shipment at Government expense. To have a long-term leased vehicle shipped to the permanent duty station, designated place, or other authorized destination, the member must provide written authority from the leasing company, which includes the company's acknowledgment that return shipment prior to the member's next PCS is a private matter between the company and the member. All requirements stated in the lease are the responsibility of the member.

c. Overseas Terminal Commanders' Responsibilities. The overseas terminal commanders shall:

(1) Ensure all applicable provisions of DOD 4500.32-R and DOD 5030.49-R are adhered to in the shipment of **POVs**.

(2) Provide adequate facilities for the in-processing and out-processing.

(3) Ensure the exterior surfaces and undercarriages of POVS for shipment to CONUS are clean and free of soil that may harbor pests or other infested matter. The interior of the POVS shall be free of trash, debris, and any other extraneous material.

(4) Ensure that POVS returning to Customs territory receive a Customs inspection before loading and that all required Customs documents are completed before releasing the POV for loading aboard ship.

8002. Priority of Shipment Through MOT. The MOT commander shall determine the equitable shipment priority of the transiting POVS based on the order in which received and the RDD assigned.

8003. DOD POV Import Control Program.

a. The DOD POV Import Control Program assists participating members in protecting their vehicles' emission control components during POV operation in overseas areas where unleaded fuel is unavailable or difficult to obtain.

b. Participation in the DOD POV Import Control Program requires the removal of emission control components before the vehicle is operated on leaded fuel and reinstallation incident to return to the United States or to an exempted overseas area. Reinstallation of emission control components shall be certified by an authorized servicing facility or inspection agency. US **Customs may** require receipts or statements from agencies showing emission control components' installation. Overseas vehicle "processing terminal personnel shall place a DD Form 2023, DOD Catalytic Converter Import Control Label, in the windshield of POVS being returned to the United States that are in compliance with program requirements. The **DD** Form 2023 allows unrestricted entry of the POV at the U.S. port of entry. If emission control components are not removed before vehicle operation overseas, the member shall install new emission control components before shipment to the United **States** or ensure that new emission control components shall accompany the vehicle.

c. The DOD POV Import Control Program applies only to vehicles that have 1976 or later model year catalysts or oxygen sensors that were installed after March 1, 1976. Catalyst-equipped vehicles manufactured before 1976 and 1976 vehicles shipped overseas before March 1, 1976, do not require servicing and are allowed unrestricted entry by US Customs, provided they have a manufacturer's label affixed certifying they were manufactured in compliance with US safety and emissions standards. Vehicles returned to the United States from exempted areas will not require converter servicing provided they have manufacturers' US emission control certification **labels** affixed.

d. Member participation in the DOD POV Import Control Program is strictly voluntary, and **all** costs associated with the removal and replacement of emission control components shall be borne by the member. The removal and replacement of emission control components for program participants can be accomplished by facilities located near the port or local service centers. The member **shall** acquire an EPA waiver letter before emission control components removal anywhere in the United States.

(1) The EPA waiver letter will allow members to have their emission control components removed 10 working days before turn-in of the vehicle to the port.

(2) The waiver letter can be obtained through the local transportation counseling office.

e. Members not participating in the DOD POV Import Control Programs who are returning from a nonexempt area overseas to CONUS with a 1976 or later model POV that was shipped overseas on **or after** March 1, 1976, **will** not have a DD Form 2023 placed in the windshield, and the member will have to post a cash

bond with US Customs at the US port of entry to claim the vehicle. Bonds required may be in an amount three times equal to the value of the POV plus duty. The member shall provide a statement of the vehicle's conformity with US EPA emission standards within 120 days. The conformity statement must be sent to the District Director of Customs.

f. Members importing a motorcycle manufactured after January 1, 1976, from overseas shall have a manufacturer's label affixed certifying it was manufactured in compliance with U.S. emission and safety standards. If the label is not present on these motorcycles, the provisions of paragraph **8003.e.**, above, regarding bond and statement of conformity apply.

g. In addition to Federal emission control standards, the State of California's emission statutes require all 1975 model and 1976 model **catalyst-**equipped vehicles, shipped overseas before March 1, 1976, and returned through California ports, to undergo inspection and have active converter or-catalyst components if the member is on orders for assignment in California. Members affected by this exception may use program converter servicing facilities to protect their **POVs'** catalysts, but do not require DOD certification to avoid posting bond with US Customs at California ports of entry.

h. Members can minimize time required to service catalytic converters by making an appointment with the converter servicing facility.

8004. Turn-in of POVS to **MOTs**.

a. Responsible **MOTs**. The CONUS MOTS responsible for accepting and shipping POVS and for receiving inbound POVS are listed in Appendix I, Parts I and II.

b. Approval for Shipment from a Primary Port. Approval for a POV shipment from a primary port is not required before POV turn-in at the port.

c. Approval for Shipment from an Alternate Port. Prior approval of a member's application for a POV to be shipped from an alternate port is required before the POV is turned-in at the alternate port. The procedures for requesting shipment through an alternate port are as follows:

(1) The member shall submit a written request for shipment through an alternate port to the PPSO providing the counseling service. The request is to be in the letter format prescribed in Figure 8-1. The PPSO receiving the request shall verify that it contains all required information and forward request to the Ocean Cargo Clearing Authority (**OCCA**) having jurisdiction over the desired alternate port.

(2) The OCCA shall determine within 3 working days whether the POV can be moved **from** the desired alternate port. If approved, the OCCA shall notify the alternate port and return the approved letter to the member with an estimate of the **transit** time required for **delivery** to the destination port.

The OCCA also shall furnish a copy of the letter to the origin **PPSO**. If the POV cannot be moved from the desired port, the **OCCA** shall return the letter and suggest other loading ports that might be able to provide the required service.

d. Request for **Shipment** to an Alternate Destination Port.

(1) If the member desires to request shipment to an alternate destination port, this fact shall be identified by the PPSO and preliminary arrangements made in the same manner as the shipment from an alternate port contained in paragraph **8004.c.**, above. When the member arrives at the terminal, the POV processing personnel shall place an annotation on the Private Vehicle Shipping Document for Automobile (DD **Form** 788) that the alternate shipping destination was requested by the member.

(2) The member shall be advised that any excess costs **resulting** from shipment to other than the authorized port will be collected from the member. Collection arrangements shall be made in accordance with the appropriate regulations of the sponsoring military service.

e. **Assignment** of RDD to POVS. RDDs **shall** be assigned by the OCCA having cognizance over the port of exit at the time of turn-in. The RDD shall be calculated by the OCCA as realistically as possible in conjunction with the member's needs and the ocean service available to the particular destination. Factors entering into the RDD calculation are the number of days required for POV processing, port hold time, ocean transit time, and processing time at the port of discharge. The member shall be advised of the RDD assigned to the POV, **and** every effort **shall be made by** the **OCCA**, the **MSC**, **and** the destination port activity to meet the assigned RDD. RDDs will not be assigned to shipments of foreign-made vehicles initially purchased overseas being shipped at the member's expense on a space-available basis.

8005. Preparing POVS for Shipment.

a. Member's Requirements. Failure by the member or the member's agent to comply with the following requirements shall be a basis for the loading terminal to refuse to accept the vehicle for shipment.

(1) The member shall ensure that the POV is in a safe operating condition when turned-in at the port for shipment.

(a) A vehicle for shipment from CONUS to overseas should have a valid inspection sticker (if required) from the State in which the vehicle is registered.

(b) The member shall ensure that the POV to be shipped overseas meets all host-country restrictions and requirements. Many host-countries "restrict the entry **of** POVS with broken glass or faulty headlights, horn, muffler, steering and braking systems, etc. Safety inspection requirements of

the overseas **command** could cause delay in release of the POV at destination if the vehicle is found to be in an unsafe condition. If, in the opinion of the MOT commander or the terminal commander's representative, the POV is not in a safe operating condition and is unsuitable or hazardous for shipment, the POV shall be rejected. The POV will not be accepted for shipment until the member has corrected the deficiencies. POVS that do not meet host-country standards may be impounded by local authorities and not permitted to leave the port.

(2) The member shall ensure that only authorized personal articles listed below remain in the POV when it is turned-in for processing. The member shall remove all household items and camping equipment from the POV. Tool boxes and tools may not exceed the value prescribed by the individual military service regulations. Radios, citizen-band radios, tape decks, tapes, and cassettes not installed as original equipment shall be removed by the owner before turn-in of the vehicle. Only those items of personal **property** specified below may be left in the vehicle:

(a.) Items considered to be normal vehicular tools such as; jacks, tire irons, lug wrenches, tire chains, fire extinguishers, tire inflators, first aid kits, jumper cables, warning triangle/trouble lights, and basic hand tools (i.e. screwdrivers, pliers, wrenches, and hammers.)

(b) One spare tire and two tires with wheels (either mounted or unmounted).

(c) Cribs or child's car seats, either built into or accessory to the vehicle, for the movement of children to or from the' MOT.

(d) Luggage racks, small items such as thermos bottles, bottle warmers, car cushions, blankets, and similar items for the comfort or convenience of the member during long motor trips. Such items may be shipped with the vehicle only if they **can** be-loaded into and secured in the carton (26 X 10 X **14** inches) that is normally provided for vehicular tools and accessories. For POVS to be containerized, these articles may be placed in the trunk, without a carton.

(e) Catalytic converters, catalyst components (pellets), oxygen sensors, or pipe segments used to replace converters in overseas **areas**.

(3) The shipment of flammable or hazardous material, including flares, oils, waxes, and polishes, is prohibited, except for small quantities of touch-up paint (between .5 and 3 oz) , when properly sealed to prevent leakage and will not pose a hazard during movement. Propane tanks on **camper-** or motor home-type vehicles shall be purged. (Written certification of purging shall be provided by a professional individual or company qualified to perform such purging--not by the member.)

(4) The member shall turn-in one complete set of keys (including a gas-cap key if applicable) with the vehicle at the time of delivery to the vehicle processing point. The member should be counseled to retain a second complete set of keys and to have them available at the time of pickup at destination. When the vehicle's design permits, the vehicle itself, the trunk, and the glove compartment shall be locked by the member.

(5) Because a vehicle may be subjected to freezing temperatures during transit, the member shall safeguard the vehicle's cooling system with a nonalcoholic? permanent-type antifreeze solution testing to minus 20 degrees Fahrenheit or lower if the military shipping agency **determines it** to be necessary. If the member decides not to fulfill **this** requirement, an appropriate signed release shall be secured by POV processing personnel.

(6) The member shall ensure that the POV contains no more than one-fourth tank of gasoline when it is delivered to the loading **MOT** because the fuel system may be drained before shipment and only a minimum replacement will be made at destination. Claims for drained gas will not be honored.

(7) POVS with diesel engines may be shipped with the fuel tanks full or partially full.

(8) The member shall ensure that all exterior surfaces and undercarriages of POVS are clean and free of soil and other foreign matter before turn-in. The member or agent shall provide the destination terminal an address where notification can be made of arrival and availability for pickup of the POV.

(9) A letter of authorization, simple power of attorney, or other acceptable evidence of agency will be required to deliver a vehicle by someone other than the member's spouse (when the spouse is on the orders). A power of attorney is necessary for anyone other than the member, including the spouse, to pick up a vehicle. Notarization is not necessary except when a POV is being shipped to the Philippines by someone other than the member.

8006. Loading MOT Requirements. When a POV is received at a MOT, terminal personnel shall ensure that the member or the member's agent has complied with all requirements above. Failure of the member to comply with these requirements may be a basis for the terminal to refuse acceptance of the POV for shipment. If the POV is accepted for shipment, terminal personnel **shall** prepare the vehicle for shipment as follows:

a. On vehicles intended for break-bulk shipment, items susceptible to loss, damage, or pilferage shall be removed from the exterior of the vehicle and packed in a suitable container. These items will not be removed from vehicles intended for containerized shipment or from vehicles intended for movement **to Alaska, Guam, or Hawaii**. Windshield wipers will not be removed from vehicles intended for shipment aboard roll-on or roll-off **(Ro/Ro)** type vessels to allow their use during loading or unloading in rainy weather.

b. Items susceptible to loss or damage (such as hubcaps, cigarette lighters, and tools) shall be placed in a suitable packing container (with dimensions of approximately 26 X 10 X 14 inches). The items packed in the container shall be listed on the packing list of accessories on the applicable **DD Form 788**. Catalytic converters and other emission control components or **converter** replacement **pipes** accompanying vehicles also **shall** be listed on the **DD Form 788**, even if those items are not packed in the accessory box. Local MOT procedures may be established to identify, on the **DD Form 788**, 788-1, or 788-2 (Figures 8-2, 8-3, & 8-4 respectively), any additional installed items that are susceptible to pilferage or damage and could result in substantial claim against the Government.

c. 49 U. S. C. 176.905 specifies the conditions under which POVS are to be shipped with respect to fuel in tanks:

(1) POVS intended for breakbulk shipment are to be completely-drained of gasoline and the engine will be **allowed** to run until the fuel system is completely drained. Battery cables will be disconnected and taped to prevent accidental connection with battery terminals.

(2) POVS intended for containerized shipment may be shipped with gasoline tanks no more than one-fourth **full** provided that battery cables are disconnected and taped and the following warning is affixed to the door of the container: 'WARNING - MAY CONTAIN EXPLOSIVE MIXTURES WHEN MIXED WITH AIR-KEEP IGNITION SOURCES AWAY WHEN **OPENING**.' The warning must be on a contrasting background and be readily legible from a distance of 25 feet.

(3) POVS intended for shipment on **Ro/Ro**, LST or LSM-type ships may be shipped with fuel tanks one-fourth full. There is no requirement to disconnect batteries for **Ro/Ro** shipments.

(4) All of the above provisions are also applicable to diesel-powered vehicles with the exception that for **breakbulk** and **Ro/Ro** shipments, fuel tanks are allowed to be shipped with 110 gallons or less in fuel tanks. The one-fourth full tank rule for containerized shipment does apply to diesel vehicles.

d. The trunk, glove compartment, and other spaces of the vehicle shall be inspected to ensure that no unauthorized items of personal property have been left in the vehicle. When the vehicle is in the terminal staging area awaiting load, it shall be secured by closing **all** windows and locking all doors and compartments.

e. Keys to all vehicles shall be tagged with a Vehicle Key Tag, **DD Form 1864**. All appropriate information shall be entered on the **DD Form 1864** and the keys attached with **nylon or** other durable cord. **DD Form 1864** also shall be used to identify the location of the vehicle in the terminal storage area. Keys removed from vehicles **shall** be stored in a locked container.

f. When POVS are loaded aboard breakbulk or **Ro/Ro** ships, all doors shall be locked and windows rolled up, and tagged keys shall be turned over to the ship's master for security in transit. When POVS are containerized, the tagged keys shall be left in the ignition.

g. A sign stating "Warning - The transmission of this vehicle is engaged and emergency brake set. Disengage both before movement of vehicle" shall be placed in the rear window of all POVS loaded in containers. The sign shall be reproduced locally by the using port terminal and must be at least 8 X 10 1/2 inches in size.

h. All POVS, especially camper types, shall be **decubed** to the maximum practicable extent, provided decubing does not **damage** the accessories or body of the vehicle. **Decubing** shall be accomplished only with the consent of the member or the member's agent.

i. When a motorcycle or motorbike is shipped at Government expense as a POV, crating shall be performed only when required for safe transportation. If crating is necessary, the cost shall be borne by the Government and charged to the fund citation used by the sponsoring military service to pay port-handling and ocean transportation charges.

j. All POVS eligible for participation in, and in compliance with, the DOD POV Import Control Program returning to the United States shall have a **DD** Form 2023 attached to the interior of the vehicle windshield. **DD** Form 2023 will not be provided unless the member provides the overseas POV loading terminal a receipt from a converter servicing facility or local garage documenting that the converter or oxygen sensor has been reinstalled, or the member has an active converter or oxygen sensor accompanying the POV for reinstallation in the United States or its territories and possession.

k. Appropriate entries shall be made on the port's priority list of vehicles, and expeditious movement consistent with the **RDD** shall be arranged. Terminal commanders shall ensure all vehicles are held in a secure area until they are loaded aboard vessel.

8007. Procedures at Destination Ports.

a. When the POV arrives, it shall be placed in a secure area, with doors locked and windows rolled up, pending pickup by the member or the member's agent. A notification of arrival shall be sent to the member or agent within 5 working days of the **POV's** arrival. The notification shall include any damage that would make the vehicle inoperable or unsafe to drive. When the member or agent arrives at the destination port to accept the vehicle, terminal personnel shall accomplish the following:

(1) **Provide** sufficient fuel without charge, if necessary, so the vehicle can be driven to a commercial source.

(2) Reconnect the battery cables.

(3) Replace all accessories removed for shipment, including those accessories removed in **decubing** the vehicle.

(4) Inspect the vehicle jointly with the member or the member's agent, as prescribed in paragraph 8016 below.

(5) Monitor vehicles eligible for participation in the DOD POV Import Control Program. If a vehicle participating in the DOD POV Import Control Program did not have catalysts or oxygen sensors reinstalled overseas before the shipment, the US POV processing terminal shall advise the member or agent:

(a) That catalysts or oxygen sensors shall be reinstalled within 30 calendar days. Failure to have catalysts or oxygen sensors reinstalled is a civil violation punishable by a fine of up to \$10,000 and impoundment of the vehicle.

(b) Of the location of the converter servicing facility near the terminal.

(c) That the member must return proof to the terminal within 30 calendar days showing that the catalysts or oxygen sensors have been reinstalled. Terminals shall forward the appropriate documentation as prescribed in the Privately-Owned Vehicle Import Control Program (MTMCR 55-64) for members that fail to comply.

b. Member's Failure to Accept the POV. If the POV is not picked up by the member or the member's authorized agent within a reasonable period of time (normally not to exceed 45 days from the postmarked date of the notification of arrival) and the storage space is required by the unloading MOT, the terminal commander may place the vehicle in commercial storage at the member's expense. The member **shall** be advised 15 days in advance by return-receipt-required mail of the date the POV shall be turned-in to commercial storage and that any charges resulting from such commercial storage shall be payable by the member directly to the storage firm. When POVs are placed in commercial storage, the member shall be advised of the date such storage began and the name, address, and telephone number of the commercial storage firm.

c. Abandoned Vehicles. Vehicles abandoned at MOTS by members shall be disposed of in accordance with DOD 4160.21-M. The member may elect to surrender voluntarily title and possession of the vehicle to the Government for personal convenience.

d. Loss and Damage. If a vehicle is damaged while in the custody of the Government, terminal personnel shall assist in moving the vehicle and verifying data for claims and **shall** provide whatever further assistance may be reasonably required by the member to restore the vehicle to working condition.

8008. Application for Shipment. Application for the shipment of a POV will be made on the appropriate **DD** Form 788 (see Chapter 1 for application procedures). **DD** Form 788 is available through normal distribution channels.

- a. **DD** Form 788 for automobiles.
- b. **DD** Form 788-1 for vans.
- c. **DD** Form 788-2 for motorcycles.

8009. Purpose of the **DD** Form 788. **DD** Form 788 shall be used for:

- a. Inspecting and reporting the condition of the POV and detecting damage and pilferage during shipment. The form shall give a complete description of the **POV's** condition during all phases of shipment ~~when~~ it is in the custody of the Government.
- b. Determining the validity of claims for loss or damage and for determining third-party responsibility. Since the vehicle is reinspected at each phase of the shipment, responsibility for loss or damage can be determined accurately.
- c. Documenting members' declarations regarding the DOD POV Import Control Program for eligible **POVs**.

8010. Use of the **DD** Form 788.

- a. The applicable **DD** Form 788 shall be prepared for each POV shipped through the terminal. The form shall be filled out by typewriter or ball-point pen to ensure all copies of the form are legible. **DD** Form 788 shall be executed at the time the POV is delivered to the port for shipment.
- b. When a vehicle is delivered directly to a commercial terminal for loading and shipment and a **DD** Form 788 is not available, the applicable commercial carrier's form shall be prepared and used instead of the **DD** Form 788.
- c. When a vehicle is delivered to a military terminal or activity for further transfer to a commercial terminal for loading and shipment, both the **DD** Form 788 and the appropriate commercial carrier's form shall be prepared. If the POV is stuffed in a sea-van container at the military terminal or activity, precluding inspection of the vehicle by the commercial carrier, only the **DD** Form 788 shall be used to record the condition of the Pov. The commercial carrier's form still shall be prepared for use as a shipping document.

d. When a vehicle is delivered to a military terminal or activity and requires transshipment to another military terminal, two sets of **DD Form 788** shall be prepared. The originating military terminal will designate itself as the POE on the first **DD Form 788** and the transshipping terminal as the POD. The first **DD Form 788** shall record the condition of the vehicle upon receipt from the member or member's agent and during transfer until receipt from the shipping terminal. The originating terminal shall designate the transshipping terminal as the POE on the second **DD Form 788** and the ultimate destination terminal as the POD. This second **DD Form 788** shall record the condition of the vehicle upon receipt from the original terminal and during transfer until receipt by the member or member's agent at the ultimate destination terminal. The originating terminal shall retain one copy of each **DD Form 788** for local files and forward all remaining copies of the second **DD Form 788** to the transshipping terminal with the vehicle. Distribution of the first **DD Form 788** shall be prescribed in paragraph 8018.

8011. Preparation of the **DD Form 788**. The **DD Form 788** shall be used in five distinct phases of the POV shipping process. In each of the five phases, the two illustrations of a POV that designate the front and rear and left and right views of the vehicle shall be used to record the approximate locations of exterior damage. A set of six codes are provided on the form ("X," "T," square, diamond, circle, and asterisk) for use during each of four to six inspections of the vehicle's condition. The individual making the inspection shall mark the appropriate code on the vehicle illustrations at the approximate location(s) of exterior damage. The POV condition codes shall be used to illustrate the type of damage to the exterior of the POV in item 8 and the interior in items 9 and 10.

8012. Phase I - Receipt of POV at Loading Terminal.

a. Upon receipt of the POV for shipment, personnel at the loading MOT shall prepare the first six lines of the **DD Form 788**.

(1) All TCMD Data will be filled out in accordance with DOD 4500.32-R (reference (i)).

(2) Body Type shall describe the number of doors and type of vehicle, such as 2DR SD and 4DR WGN.

(3) Vehicle Identification Number shall be taken from the POV or the member's vehicle registration card.

(4) Odometer reading shall be taken from the POV.

(5) Vessel (Voyage Number) is self-explanatory.

(6) Authorization, Charges Paid, etc.: The activity that issued the member's orders **shall** be entered. If the member is required to pay (that is, POV in excess of 20 measurement tons, space-available shipment) for all or part of the shipment, the amount collected also shall be entered. All other pertinent data relating to the collection shall be entered in Item 14 (miscellaneous information).

(7) Date Loaded and Storage Location are self-explanatory.

(8) Billing Address for Notification Purposes: Enter the best possible address where **the** member can be located. This could be a home address, unit address, or post office box. Separation transfer point is not an acceptable address.

b. The authorized Government inspector shall perform a joint inspection of the vehicle with the member or the member's agent. During this inspection, the code "X" shall be used to record any existing damage or **deficiency** on the vehicle illustrations in item 8 of the DD Form 788.

c. The accessory items to be shipped with the POV shall be placed in the carton provided by the loading terminal and shall be jointly inventoried by the inspector and the member or the member's agent. These items shall be listed in the accessories **blocks** in item 10 of the **DD** Form 788. Other authorized accessories accompanying the vehicle and not packed in the carton (catalytic converter, for example) also shall be listed, and the location of the accessory will be specified, for example, "in trunk."

d. Upon completion of the inspection and inventory, the Government inspector shall sign and date the **DD** Form 788 in Item 2. The inspector's **full** name shall be printed legibly below the signature.

e. The member or member's agent shall acknowledge by signing and dating the **DD** Form 788 in item 1 that the inspection of the vehicle as recorded in item 6 is a true representation of the vehicle's condition at the time of turn-in for shipment and that the conditions governing shipment have been accepted.

f. In item **12**, the member shall indicate the correct declarations regarding DOD POV Import Control Program participation or nonparticipation.

(1) When using **DD** Form 788 or 788-1, Block A, B, C, or D first **shall** be checked, as appropriate. If block D is checked, the correct option pertaining to import or export **shall** be selected. In the import or export section, if the member's POV is equipped with only a catalytic converter, only one block shall be checked. If the vehicle has both a catalytic converter and an oxygen sensor, two blocks shall be checked (one pertaining to the catalyst and one pertaining to the oxygen sensor), except for the following conditions:

(a) For **import** - If either the catalyst or the oxygen sensor is not accompanying the vehicle, it is only necessary to check block 4.

(b) For export - Only block 4 need be checked if the member desires not to participate in the program.

(2) When using DD Form 788-2 (motorcycles), block A, B, or C shall be checked, as appropriate.

(3) For all vehicles that fall under block A or D4, members shall be informed that they will have to post a bond with U.S. Customs before the vehicle's release.

g. If the POV being shipped from CONUS is a foreign-manufactured POV, the member shall be briefed on the importance of retaining the annotated copy of the DD Form 788 for the necessary proof of ownership when return transportation is required.

8013. Phase II - Loading Terminal Check in Stow. Phase II of the inspection process shall record changes in the vehicle's condition from the time the vehicle is jointly inspected by the member or agent and terminal personnel.

a. An optional inspection block is provided for any inspections deemed necessary by the terminal commander. The inspector shall use the "T" code to record any loss or damage not already designated by the "X" code.

b. The inspector shall sign and date item 3 on the **DD** Form 788.

c. The terminal commander **shall** ensure that each vehicle is inspected before departure and shall observe the stuffing and loading of a POV to determine the in-stow condition and presence of accessories.

d. The inspector shall use the "square" code to record any loss or damage not already designated by the "X" or "T" code. If additional loss or damage exists and the inspection is made by stevedore personnel, the inspector shall notify immediately the terminal's POV processing personnel. Terminal commanders shall develop internal procedures to assist in claim recovery for POV damage caused by contractors.

e. The inspector shall sign and date item 4 on the DD Form 788.

8014. Phase III - Discharge **Terminal** Check in Stow. Phase III records the condition of the POV aboard the vessel upon arrival at the POD.

a. The terminal commander shall ensure that each vehicle is inspected in-stow before discharge at the POD and shall determine whether stevedore or terminal personnel perform the inspection.

b. The inspector shall use the "diamond" code to record any loss or damage not already designated by an "X," "T," or "square" code. The inspector shall indicate in item 14 whether loss or damage appears to be vessel operator or loading terminal responsibility. Those appearing to be vessel-related shall be brought to the attention of the vessel operator.

c. The vessel operator's representative shall sign and date item 5 on the **DD Form 788**.

8015. Phase IV - Release of Custody by Discharge Stevedore. Phase **IV** begins when the vehicle has been inspected in stow at the discharge terminal and ends with the release of custody by the discharge terminal. stevedore. Phase IV documents shall note any changes in the vehicle's condition that occur during discharge operations. Stevedore and terminal representatives shall jointly inspect the vehicle after it has been off-loaded and released to the custody of the Government and annotate any damages not annotated previously **on the DD Form 788**.

a. The terminal representative shall use the "circle" code to record any **loss or** damage not designated already by an "X," "T," "square," or "diamond" code.

b. The terminal representative shall sign and date the **DD Form 788** at item 6.

c. An optional inspection block is provided for an additional inspection if deemed necessary by the terminal commander. The inspector shall use the "asterisk" code to record any loss or damage not already designated by the "X," "T," "square," "diamond," or "circle" codes.

d. **The** inspector shall sign and date item 7 on the **DD Form 788**.

8016. Phase V - Receipt by Member at Destination. The fifth and final phase of the POV shipping process begins when the member or the member's agent arrives to pick up the POV at the destination terminal. No damage codes will be used during the final shipment phase.

a. The authorized Government inspector shall perform a joint inspection of the vehicle with the member or the member's agent, noting any damage or discrepancies in the vehicle's condition on both POD copies of the **DD Form 788**. The packing container of accessory items shall be opened and the contents jointly inventoried. The member or the member's agent may annotate any exceptions to the vehicle's condition in item 13, column 1, on the reverse of both POD copies of the **DD Form 788**. The Government inspector shall record agreement or disagreement with the member's exceptions in item 13, column 2. When appropriate, the Government inspector shall indicate whether the exceptions taken by the member represent "ordinary wear **and tear**" that reasonably should be expected in the normal shipment of vehicles.

b. Upon completion of the inspection, the member or the member's agent shall acknowledge receipt of the vehicle by signing and dating the reverse of both POD copies of the **DD** Form 788 in item 15.

c. The Government inspector shall sign and date the **DD** Form 788 in the space provided below the member's signature and release the POV to the member or the member's agent.

8017. Processing Service. The processing service information for the POE and POD in item 11 shall be checked as to the type of service performed. The "other" block can be used for any other service required by the port (for example, keys).

8018. Distribution of **DD** Form 788 at POE. Copies of **DD** Form 788 shall be reproduced and distributed according to operational requirements of the loading and discharging terminals and shall include results of the loading terminal's in-stow inspection. Distribution of the **DD** Form 788 at the POE shall be as follows:

a. The member or the member's agent shall be provided one copy of the **DD** Form 788.

b. The original and one copy of the **DD** Form 788, along with one copy of the member's orders, shall be placed **in the glove** compartment of the vehicle. For motorcycle or motorbike **shipments**, the original and one copy of the **DD** Form 788 plus one copy of the member's orders shall be **placed in the container** with the vehicle, in a waterproof pouch on the **outside of the** container or in a waterproof pouch affixed to the vehicle if it is not containerized. If the waterproof pouch is affixed to the vehicle, care shall be exercised to ensure the vehicle is not damaged or marred. All original **DD** Forms 788 shall remain with the POV when a vehicle is transshipped from one military terminal to another and more than one **DD** Form 788 is prepared.

c. One copy of the **DD** Form 788 plus one copy of the member's orders shall be retained for file at the POE.

d. Two copies shall be forwarded by mail to the POD, to arrive before the Pov .

e. One copy shall be forwarded to U.S. Customs Service, as applicable.

f. One copy shall be forwarded to the terminal documentation section.

8019. Distribution of the **DD** Form 788 at the POD. At the POD, the **DD** Form 788 shall be distributed as follows: .

a. One copy of the **DD Form 788** and one copy of the **member's orders** shall be retained by the POD for local files.

b. One copy shall be provided to the member after completion of the final inspection.

c. Retrograde POVS shall have U.S. Department of Transportation HS Form 7 and a **DD Form 2023** accompanying the POV. **DD Form 2023** shall be affixed to the interior of the vehicle windshield of 1976 and newer-model catalyst-equipped POVS shipped overseas after February 29, 1976, and returned to the United States, provided the **member** or agent presents proof that active emission control components accompany the vehicle.

FORMAT

(Date)

SUBJECT: Request for Shipment of **POV** through CONUS Alternate Port

THRU : (Origin ITO)

T0: **MECOBO** (See DoD Regulation 4500.32-R, Vol 1, Appendix D, for address)

1. Request ~~authority~~ to ship my POV through _____ (alternate port) _____ .
Vehicle can be delivered to port on _____ (date) _____ , ~~for~~ shipment to
_____ (destination) _____. Request delivery date ~~overseas~~ is _____ (date) _____ .

2. Vehicle data is a follows:

a.	Make
b.	(State and License No.)
c.	(Body Type)
d.	(Year)

3. I acknowledge that cost incurred by selection of an alternative port which exceed the regular routing costs will be charged to me.

(Member's name/grade)

(Address)

(Telephone No.)

MECOBO

1st

(Date)

SUBJECT: Request for Shipment of POV Through Alternate Port

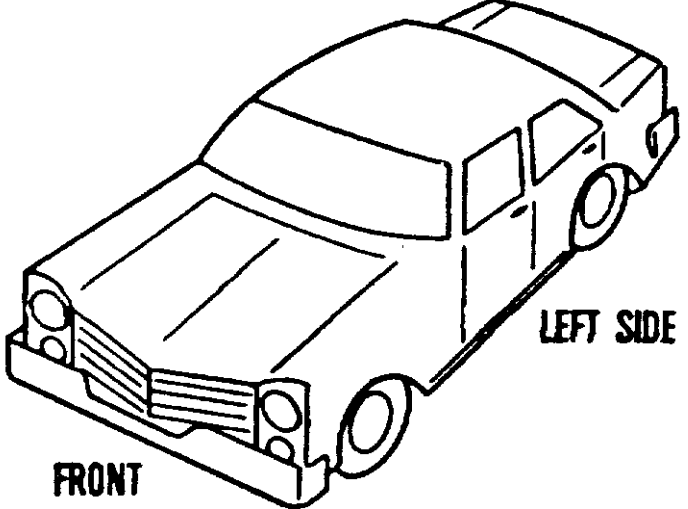
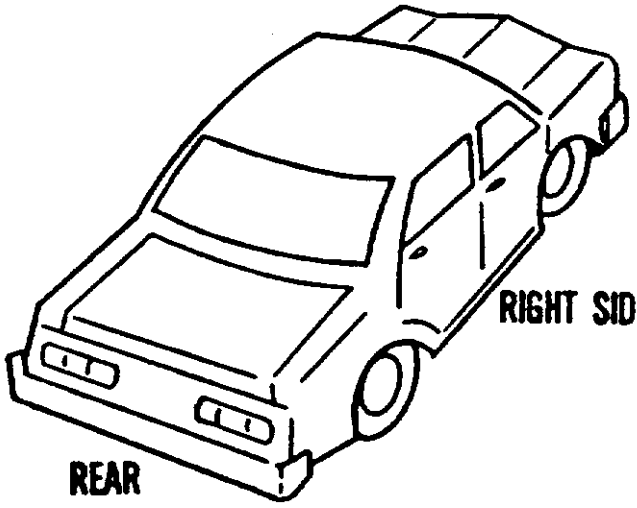
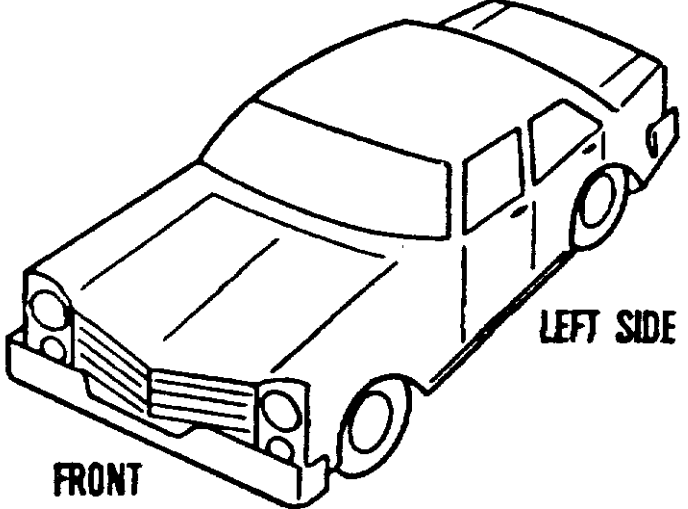
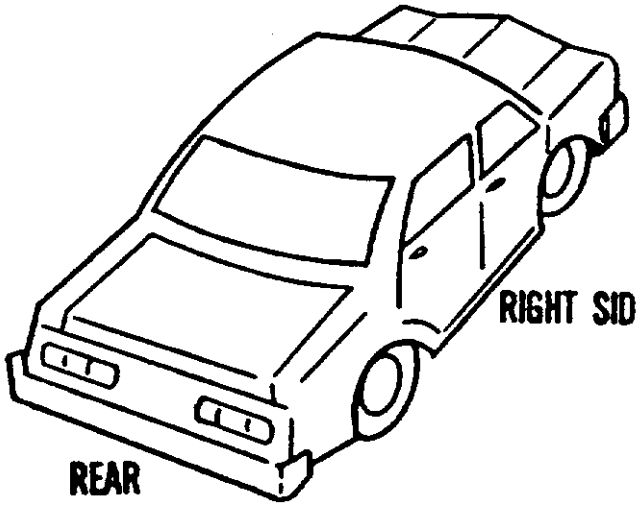
1. Permission (granted (not granted)).

2. Reason(s) not granted.

(MECOBO)

4-12.1

(figure 8-1)

PRIVATE VEHICLE- SHIPPING DOCUMENT Read Privacy Act Statement on Reverse before Completing Form.				MAKE AND YEAR		OWNER'S NAME, GRADE, SSN																			
AUTHORIZATION, CHARGES PAID, ETC.				COLOR AND BODY TYPE		BILLING ADDRESS FOR NOTIFICATION • urFOSES																			
MOTOR NUMBER		MANUFACTURER%		SERIAL NUMBER		SPEEDOMETER READING		LICENSE NUMBER AND STATE																	
TCMD DATA		DOC 10 (1-a)		CONSIGNOR (9-14)		COMM-EX (15-19)		POE (21-23) POD (24-26)																	
RECEIVING LOCATION		ACK (2 S-29)		TRANSPORTATION CONTROL NUMBER (30-46)				CONSIGNEE [47-S21]																	
RECEIVED BY		PRIORITY (53)		PROJECT (57-59)		TR ACCOUNT (64-67)		PIECES (68-71) WEIGHT (72-76) CUBE (77-201)																	
PIER OPERATIONS				INSPECTED IN MY PRESENCE CONDITION ACKNOWLEDGED AS CHECKED BELOW AND NO CONDITIONS GOVERNING SHIPMENT ON REVERSE SIDE ACCEPTED.																					
DATE				(7) SIGNATURE OF OWNER OR AGENT DATE																					
RECEIVED • V																									
LOCATION				NAME OF AGENT (Print ONLY)				ADDRESS (City, State, Zip Code)																	
				CODE		INSPECTION		DATE																	
VESSEL				<input checked="" type="checkbox"/>		Original condition on turn in point check by Owner Agent & US Gov't Rep.		(2) (2)																	
STOWAGE LOCATION (CONTAINER NUMBER)				<input type="checkbox"/>		Leading Terminal Check in Stow		(3) (3)																	
DATE LOADED				<input checked="" type="checkbox"/>		Discharge Terminal Check in Stow		(4) (4)																	
HATCH CHECKER				<input type="checkbox"/>		Release of custody by Discharge Stevedore		(5) (5)																	
AFTER INITIAL INSPECTION, RECORD ONLY MARKS EXPOSING • ARE METAL AND/OR STRUCTURAL DAMAGE.																									
<div style="display: flex; justify-content: space-around; align-items: flex-end;"> <div style="text-align: center;">  <p>LEFT SIDE</p> </div> <div style="text-align: center;">  <p>RIGHT SIDE</p> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <div style="text-align: center;">  <p>FRONT</p> </div> <div style="text-align: center;">  <p>REAR</p> </div> </div>																									
OTHER								<input checked="" type="checkbox"/>	•1	<input type="checkbox"/>	<input type="checkbox"/>														
RADIO	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	HEATER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	CLOCK	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	SPARE TIRE	NO.	<input checked="" type="checkbox"/>	•1	<input type="checkbox"/>	<input type="checkbox"/>
REPORT OF DAMAGES INDICATED BLOCK 6 ABOVE																									
(7)																									
PACKING LIST OF ACCESSORY ITEMS																									
<input type="checkbox"/> HUBCAPS <input type="checkbox"/> WINDSHIELD WIPERS <input type="checkbox"/> SIDE & <input type="checkbox"/> EAR MIRROR <input type="checkbox"/> FENDER SKIRTS <input type="checkbox"/> ANTENNA <input type="checkbox"/> LUGGAGE RACKS <input type="checkbox"/> AS. TRAYS					<input type="checkbox"/> CIGAR LIGHTER <input type="checkbox"/> FLOOR MATS <input type="checkbox"/> CUSHION <input type="checkbox"/> FLASHLIGHT <input type="checkbox"/> TROUBLE LIGHT <input type="checkbox"/> THERMOS JUG OR COOLER					<input type="checkbox"/> SEATBELTS <input type="checkbox"/> TOOL BOX OR POUCH <input type="checkbox"/> HANDB. TOOLS <input type="checkbox"/> JACK <input type="checkbox"/> LUG WRENCH <input type="checkbox"/> TIRE GUAGE <input type="checkbox"/> TIRE PUMP					<input type="checkbox"/> SPARK PLUGS <input type="checkbox"/> FAN BELT <input type="checkbox"/> TOW CHAIN OR ROPE <input type="checkbox"/> JUMPER CABLES										

THE PRIVACY ACT OF 1974, Authority: Title 37, USC, Sections 5726, 5727 and Title 10, USC 2634. Principal Purpose(s): Used as a shipping document for inspection and documentation to detect damage and pilferage during shipment of privately owned vehicles of military members, dependents, and Dependent of Defense members. **Routine Uses:** (1) For reflecting condition of vehicles before and after shipment. (2) Accumulating damage information for use in determining validity of claims for damages filed by member and/or third party responsibility. (3) As required by claims services for recoupment and compilation of accurate statistical data. (4) Where applicable, used as a source document for completion of DD Form 1384, Transportation Control and Movement Document. (5) Serves as a receipt to the service member from the time the vehicle is turned in for shipment until it is surrendered to the owner. (6) Serves as a jointly certified record of the condition of the vehicle

at the time it is turned in for shipment and the time it is returned to the owner. When properly executed, it also reflects the condition of the vehicle at intermediate points where custody and/or responsibility change during shipment. (7) Provides basis for fixing responsibility and liability for loss or damage incurred in shipment. (8) Serves as acknowledgment of understanding and acceptance by service member of terms under which the vehicle will be transported. (9) Grants authority to place vehicle in storage under specified terms and conditions. (10) Information on this form is released to carriers. (11) The personal data (SSN) is disclosed automatically when the individual relinquishes a copy of the orders authorizing the shipment (these orders contain the individual's SSN). If the SSN was not verified, verification of the individual's claim for reimbursement (if applicable), would take a considerably longer time to process. (12) A loss or mistaken identity would be likely to increase since proper names are rarely unique.

CONDITIONS GOVERNING SHIPMENT

I UNDERSTAND AND ACCEPT THE TERMS UNDER WHICH THIS VEHICLE WILL BE TRANSPORTED OVERSEAS, AS SET FORTH IN EXISTING REGULATIONS, I.E.:

1. That only one (1) privately-owned vehicle is being transported overseas under permanent change of station orders for the owner and/or his family as personal property, and that it is free of any legal encumbrance that would impede its shipment and is not intended for resale.
2. That this vehicle contains no personal property in excess of that authorized in regulations of the Service. I further understand that personal property shipped will only include those items that can fit in the container normally provided for vehicular tools and accessories.
3. That no land transportation is authorized at Government expense except as specified in Section 12 of the Missing Persons Act, as amended in 10 USC Section 2634(a).
4. That failure of the owner to provide sufficient permanent type antifreeze to protect the cooling system to minus 20° F. (or lower

If determined to be necessary by the shipping port) relieves the Government of any liability for damage due to freezing.

THIS CERTIFICATE constitutes authority for the placing in available storage chosen by the port, of the complete contents of the owner's vehicle. No test whatsoever to the Government, the vehicle described herein property of the named owner, (1) by the port of origin in the event that shipment of privately-owned vehicles therefrom is suspended or terminated because of a national emergency, and (2) by the port of embarkation in the event that the automobile is not picked up by the owner or his agent within forty-five (45) days after dispatch of the notification of its arrival.

I further understand that should the vehicle be placed in storage, the Government, thenceforth, would not be responsible for its release or return to the owner or agent.

DELIVER V RECEIPT

(8)

EXCEPTIONS

VEHICLE OWNER	VERIFICATION OF DISAGREEMENT WITH REASONS	DAMAGE/LOSS REPORTED AT

TERMINAL SERVICE - PICK-UP
UNSATISFACTORY. SPECIFY:

☐ SATISFACTORY

☐ UNSATISFACTORY

I hereby acknowledge receipt of my vehicle in the condition in which I turned it in to the U. S. Government Representative for transshipment, except as noted above.

(9)

SIGNATURE OF OWNER OR AGENT

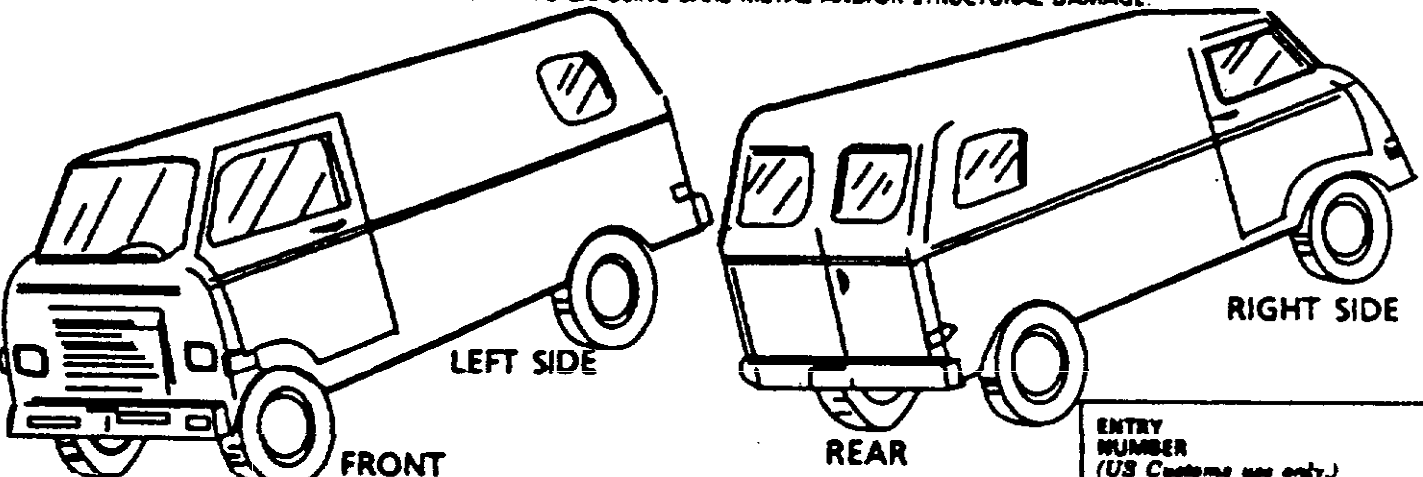
DATE

SIGNATURE OF VERIFYING U. S. GOVERNMENT REPRESENTATIVE

PLACE

??

USE BALL POINT PEN AND PRESS FIRMLY

PRIVATE VEHICLE SHIPPING DOCUMENT FOR VAN					NOTE: READ PRIVACY ACT STATEMENT ON REVERSE BEFORE COMPLETING FORM																																																																																																																														
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TRANS. CONTROL NUMBER (30-40)			CONSIGNEE (41-49)	RDD (54-64)	TR ACCOUNT (65-67)	PIECES (68-71)	WEIGHT (72-76)																																																																																																																												
CUBE (77-78)	DOC ID (1-3) TP8	POV YR. MAXE 0...		OWNERS LAST NAME (34-40)		F & MI (67-68)	GRADE (69-70)																																																																																																																												
STATE (71-72)	LICENSE NUMBER (73-77)	COLOR (78-80)	BODY TYPE		VEHICLE IDENTIFICATION NUMBER																																																																																																																														
ODOMETER READING		VESSEL (Tonnage Number)		AUTHORIZATION CHARGES PAID, ETC.		DATE LOADED (YYMMDD)																																																																																																																													
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Clock		Spare Tire																																																																																																																																	
(12) DOD POV IMPORT CONTROL PROGRAM (Appropriate box must be checked on all vehicles.) PRESS FIRMLY																																																																																																																																			
<p>The vehicle described above:</p> <p>A. <input type="checkbox"/> Does not have a manufacturer's label affixed certifying its compliance with US EPA emission standards. (Bonding with US Customs required.)</p> <p>B. <input type="checkbox"/> Does not have a manufacturer's label affixed and is a pre 75 diesel powered or pre 68 gasoline powered vehicle and is not registered under CAA.</p> <p>C. <input type="checkbox"/> Was certified as meeting US EPA emission standards without using a catalyst or was shipped overseas prior to 1 March 1976.</p> <p>D. <input type="checkbox"/> Requires a catalyst and/or operable oxygen sensor to meet US EPA emission standards. (Select appropriate options under Import or Export sections.)</p> <p>IMPORT (If POV is equipped with an oxygen sensor, option 8 may also have to be checked.)</p> <p>1. The catalyst was removed prior to use overseas and:</p> <p>a. <input type="checkbox"/> Has been reinstalled prior to shipment. (Proof of installation required.)</p> <p>b. <input type="checkbox"/> Will be reinstalled in accordance with the EPA Waiver.</p> <p>2. The catalyst was not removed prior to use overseas and:</p> <p>a. <input type="checkbox"/> A new catalyst has been installed prior to shipment. (Proof of installation required.)</p> <p>b. <input type="checkbox"/> A new catalyst is accompanying the vehicle and will be installed in accordance with the EPA Waiver.</p> <p>3. This POV requires an oxygen sensor to meet US EPA emission standards and:</p> <p>a. <input type="checkbox"/> An operable sensor has been installed prior to shipment. (Proof of installation required.)</p> <p>b. <input type="checkbox"/> An operable sensor is accompanying the vehicle and will be installed in accordance with the EPA Waiver.</p> <p>4. <input type="checkbox"/> No replacement catalyst and/or operable oxygen sensor is accompanying the vehicle. The owner must post bond with US Customs prior to vehicle release at the US Port of Entry, except if a NEW catalyst and/or oxygen sensor is presented to Customs prior to the release of the vehicle.</p> <p>EXPORT (If POV is equipped with an oxygen sensor, option 7 may also have to be checked.)</p> <p>1. a. <input type="checkbox"/> The catalyst. <input type="checkbox"/> oxygen sensor has been removed and is accompanying the vehicle.</p> <p>2. a. <input type="checkbox"/> The catalyst. <input type="checkbox"/> oxygen sensor will be removed at the overseas port prior to using loaded gasoline.</p> <p>3. a. <input type="checkbox"/> The catalyst. <input type="checkbox"/> oxygen sensor will be replaced overseas just prior to turn-in or a new catalyst/oxygen sensor will accompany the vehicle when it is returned to the US.</p> <p>4. <input type="checkbox"/> The vehicle owner does not desire to participate in the DOD POV Import Control Program. (Bond with US Customs required upon return.)</p>																																																																																																																																			

DD Form 788-1, MAY 82

(figure 8-3)

THE PRIVACY ACT OF 1974. Authority: Title 37, USC, Section 5726, 5737 and Title 10, USC 2634. Principal Purpose(s): Used as a shipping document for inspection and documentation to losses damage and pilferage during shipment of privately owned vehicles of military members, dependents, and Department of Defense employees. Routine Uses: (1) For reflecting condition of vehicles before and after shipment. (2) Accumulating damage information for use in determining validity of claims for damages filed by member and any third party responsibility. (3) As required by claims services for recoupment and compilation of accurate statistical data. (4) Where applicable, used as a source document for completion of DD Form 1384, Transportation Control and Movement Document. (5) Serves as a receipt to the service member from the time the vehicle is turned in for shipment until it is surrendered to the owner. (6) Serves as a jointly certified record of the condition of the vehicle at the time it is turned in for shipment and the time it is returned to the owner. When properly executed, it also reflects the condition of the vehicle at intermediate points where custody and/or responsibility change during shipment. (7) Provides basis for fixing responsibility and liability for loss or damage incurred in shipment. (8) Serves as acknowledgment of understanding and acceptance by service member of terms under which the vehicle will be transported. (9) Grants authority to place vehicle in storage under specified terms and conditions. (10) Information on this form is released to carriers. Voluntary - The personal data (SSN) is disclosed automatically when the individual relinquishes a copy of the orders authorizing the shipment (these orders contain the individual's SSN.) If the SSN was not available, verification of the individual's claim for reimbursement (if applicable), would take a considerably longer time to process, and errors of mistaken identity would be likely to increase since proper names are rarely unique.

CONDITIONS GOVERNING SHIPMENT

UNDERSTAND AND ACCEPT THE TERMS UNDER WHICH THIS VEHICLE WILL BE TRANSPORTED OVERSEAS AS SET FORTH IN EXISTING REGULATION, I.E.:

That only one (1) privately-owned vehicle is being transported overseas under permanent change of station orders for the owner and/or his family as personal property, and that it is free of any legal encumbrance that would preclude its shipment and is not intended for resale. Owner must also retain a second (extra) set of keys.

That this vehicle contains no personal property in excess of that authorized in regulations of the Service concerned. I further understand that personal property shipped will only include those items that can fit in the container normally provided for vehicular tools and accessories.

That no land transportation is authorized at Government expense except as specified in Section 12 of the Missing Persons Act, as amended and 10 USC Section 2634(a).

That failure of the owner to provide sufficient permanent type antifreeze to protect the cooling system to minus 20° F or lower if determined to be necessary by the shipping port) relieves the Government of any liability for damage due to freezing.

THIS CERTIFICATE constitutes authority for the placing in available storage chosen by the port, at the complete expense of the owner and at no cost whatsoever to the Government, the vehicle herein property of above named owner. (1) by the port of embarkation in the event that shipment of privately-owned vehicles therefrom is suspended or terminated because of a national emergency, and (2) by the port of debarkation in the event that the automobile is not picked up by the owner or his agent within forty-five (45) days after dispatch of the notification of its arrival.

I further understand that should the vehicle be placed in such storage, the Government, thenceforth, would not be responsible for its release or return to the owner or agent.

3) DELIVERY RECEIPT

EXCEPTIONS

BY OWNER	VERIFICATION OR DISAGREEMENT WITH REASONS

TERMINAL SERVICE - PICK-UP

UNSATISFACTORY, SPECIFY:

☐ SATISFACTORY

☐ UNSATISFACTORY

14) MISCELLANEOUS INFORMATION

15)

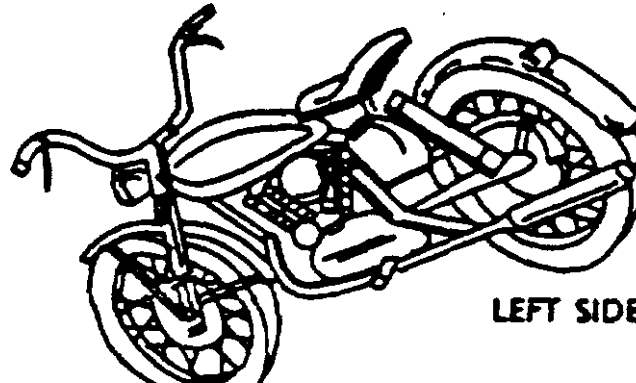
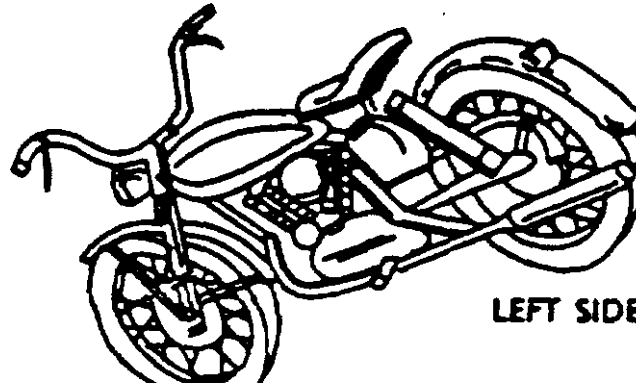
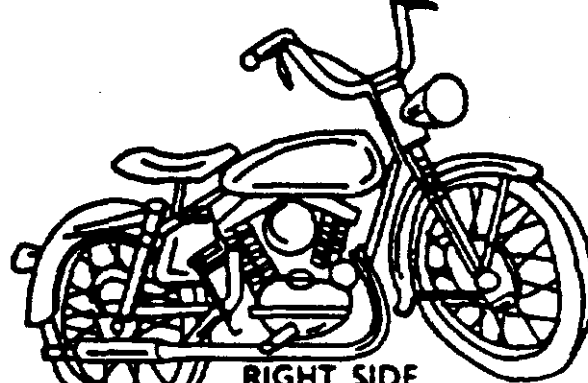
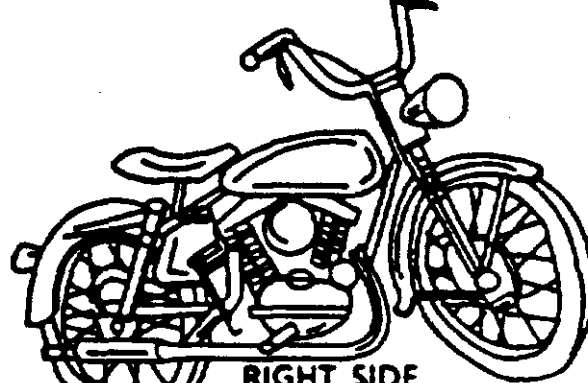
SIGNATURE OF OWNER OR AGENT

SIGNATURE OF VERIFYING U. S. GOVERNMENT REPRESENTATIVE

DATE (YYMMDD)

NAME OF PORT

{figure 8-3 con't}

PRIVATE VEHICLE SHIPPING DOCUMENT FOR MOTORCYCLE				m u . <u>READ PRIVACY ACT STATEMENT ON REVERSE BEFORE COMPLETING FORM</u>		
TCMD DATA	DOC ID (1-3) TP1	CONTAINER NO (4-5)	CONSIGNOR (6-14)	COMM-EX	POE (21-22)	POD (24-25)
TRANS CONTROL NUMBER (26-28)			CONSIGNEE (29-32)	RDD (34-36)	TR ACCOUNT (38-39)	WEIGHT (70-75)
CUBE (77-79)	DOC ID (1-3) TP8	POV YR MAKE (8-10)		OWNER'S LAST NAME (24-26)	F & MI (27-28)	GRADE (29-30)
STATE (71-72)	LICENSE NUMBER (73-77)		COLOR (78-80)	VEHICLE IDENTIFICATION NUMBER		
ODOMETER READING		VESSEL (Voyage Number)		AUTHORIZATION CHARGES @ AID, ETC.		DATE LOADED (YYMMDD)
STORAGE LOCATION				BILLING ADDRESS FOR NOTIFICATION PURPOSES		
(1) INSPECTED IN MY PRESENCE, CONDITION ACKNOWLEDGED AS CHECKED BELOW, AND CONDITIONS COVERING SHIPMENT ON REVERSE ACCEPTED.				USER CODE	INSPECTION	DATE (YYMMDD)
				X	Turn in joint inspection owner/agent & Gov't rep	(2)
DATE (YYMMDD)				T	POE use (Optional)	(3)
SIGNATURE OF OWNER OR AGENT				<input type="checkbox"/>	POE check in slow condition when stuffed in ctnr	(4)
NAME OF AGENT (Last, First, M.I. (Print only))				<input type="checkbox"/>	POD check in slow condition when removed from ctnr	(5)
STREET ADDRESS				<input type="checkbox"/>	Release of custody by discharge stevedore	(6)
CITY, STATE, ZIP CODE				*	POD use (Optional)	(7)
RETAIN THIS FORM FOR PROOF OF SHIPMENT FOR RETURN TRANSPORT AT GOVERNMENT EXPENSE OR PROOF OF POV IMPORT CONTROL PROGRAM PARTICIPATION. PRESS FIRMLY (8) AFTER INITIAL INSPECTION, RECORD ONLY MARKS EXPOSING BARE METAL AND/OR STRUCTURAL DAMAGE.						
 FRONT		 LEFT SIDE		 RIGHT SIDE		 REAR
ENTRY NUMBER (US Customs use only.)						
POV CONDITIONS CODES	BE - Bent BR - Broken CH - Chipped	CR - Cracked DE - Dent GO - Gouged	LO - Loose MA - Marred MG - Missing	MI - Mismatched PF - Paint Faded RS - Rusty	RU - Rubbed SC - Scratched SO - Soiled	TO - Torn WO - Badly Worn
(9) INTERIOR CONDITION	CODE	(10) ACCESSORIES	IN BOX	LOOSE	(11) PROCESSING SERVICE	POE
Front Seats		Catalytic converter/Pollutants			Add/Draw Fuel	
Rear Seat		Side Mirrors				
Rear Mirror		Antenna			Connect/Disconnect Battery	
Front Seat Belts		Fan Belt				
Rear Seat Belts		Fender Straps			Pack Accessories	
Ash Trays		Fire Extinguisher				
Floor Mats		First Aid Kit			Other	
Door Panels		Cigarette Lighter				
Arm Rests		Hand Tools/Flashlight				
Rear Speakers (Additional)		Hub Caps				
Cushion		Jack/Lug Wrench				
Upholstery		Jumpers Cables				
Radio (A.M., P.M., Tape)		Luggage Rack				
C.B. Radio		Blanket				
Carpet		Warning Triangle/Trouble Light				
Clock		Spare Tire				
(12) DOD POV IMPORT CONTROL PROGRAM (Appropriate box must be checked on all vehicles.) PRESS FIRMLY						
THIS MOTORCYCLE DESCRIBED ABOVE: a. <input type="checkbox"/> Was manufactured after January 1, 1978 and does not have a manufacturers label affixed certifying its conformance with US EPA emission standards. The owner must post a bond with US Customs prior to vehicle release at the US Port of Entry. b. <input type="checkbox"/> Was manufactured after January 1, 1978 and does have a manufacturers label affixed certifying its conformance with US EPA emission standards. c. <input type="checkbox"/> Is not subject to the regulations under the Clean Air Act because it was manufactured before January 1, 1978						

DD Form 788-2, MAY 83

(figure 8-4)

1. **PRIVACY ACT OF 1974. Authority: Title 37, USC, Section 5726, 5727 and Title 10, USC 2634. Principal Purpose(s):**
1. as a shipping document for inspection and documentation to detect damage and pilferage during shipment of privately owned cars of military members, dependents, and Department of Defense employees. **Reasons Used:** (1) For reflecting condition of vehicle before and after shipment. (2) Accumulating damage information for use in determining validity of claims for damages filed by owner and any third party responsibility. (3) As required by claims services for receipt and completion of accurate statement data. Where applicable, used as a source document for completion of DD Form 1384, Transportation Control and Movement Document. Serves as a receipt to the service member from the time the car is turned in for shipment until it is surrendered to the owner. Serves as a jointly certified record of the condition of the vehicle

as the time it is turned in for shipment and the time it is returned to the owner. When properly executed, it also reflects the condition of the vehicle at intermediate points where custody and/or responsibility change during shipment. (7) Provides basis for fixing responsibility and liability for loss or damage incurred in shipment. (8) Serves as acknowledgment of understanding and acceptance by service member of terms under which the vehicle will be transported. (9) Grants authority to place vehicle in storage under specified terms and conditions. (10) Information on this form is released automatically when the individual relinquishes a copy of the orders authorizing the shipment (these orders contain the individual's SSN.) If the SSN was not available, verification of the individual's claim for reimbursement (if applicable), would take a considerably longer time to process, and errors of mistaken identity would be likely to increase since proper names are rarely unique.

CONDITIONS GOVERNING SHIPMENT

I UNDERSTAND AND ACCEPT THE TERMS UNDER WHICH THIS VEHICLE WILL BE TRANSPORTED OVERSEAS AS SET FORTH IN EXISTING REGULATION, I.E.:

That only one (1) privately-owned vehicle is being transported overseas under permanent change of station orders for the owner and/or his family as personal property, and that it is free of any legal encumbrance that would preclude its shipment and is not intended for resale. Owner must also retain a second (extra) set of keys.

2. That the vehicle contains no personal property in excess of that authorized in regulations of the service concerned. I further understand that personal property shipped will only include those items that can fit in the containers normally provided for vehicular tools and accessories.

That no land transportation is authorized at Government expense except as specified in Section 13 of the Missing Persons Act, as amended and 10 USC Section 2634(a).

That failure of the owner to provide sufficient permanent type antiseize to protect the cooling system to minus 20° F (or lower

if determined to be necessary by the shipping port) relieves the Government of any liability for damage due to freezing.

THIS CERTIFICATE constitutes authority for the placing in available storage chosen by the port, at the complete expense of the owner and at no cost whatsoever to the Government, the vehicle herein property of above named owner. (1) by the port of embarkation in the event that shipment of privately-owned vehicles therefrom is suspended or terminated because of a national emergency, and (2) by the port of embarkation in the event that the automobile is not picked up by the owner or his agent within forty-five (45) days after dispatch of the notification of its arrival.

I further understand that should the vehicle be placed in such storage, the Government, thenceforth, would not be responsible for its release or return to the owner or agent.

DELIVERY

EXCEPTIONS

BY OWNER	VERIFICATION OR DISAGREEMENT WITH REASONS

INTERNAL SERVICE - PICK-UP
UNSATISFACTORY, SPECIFY:

☐ SATISFACTORY

☐ UNSATISFACTORY

1) MISCELLANEOUS INFORMATION

I hereby acknowledge receipt of my vehicle in the condition in which I turned it in to the U. S. Government Representatives for transshipment, except as noted above.

11

SIGNATURE OF OWNER OR AGENT

DATE (YYMMDD)

SIGNATURE OF VERIFYING U. S. GOVERNMENT ☐ ? RIXNTATM

NAME OF PORT